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| To: Ted Lietzke    | From: Jeff Groen      |
| Co. Glenview Visit | Co. WW - MN           |
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## MEMORANDUM

**To:** Ted Lietzke  
Site Project Manager for ARCS

**From:** Jeff Groen, Project Hydrogeologist

**Date:** June 30, 1993

**Subject:** Glenview Naval Air Station, June 14, 1993  
(Project #04015.10)

**cc:** Craig Mahlberg  
Liz Uhl

EPA Region 5 Records Ctr.



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Three staff professionals from WWES (Ted Lietzke, Liz Uhl, and Jeff Groen) visited Glenview Naval Air Station (the Station) during the morning of June 14, 1993. They were given an escorted tour of the Air Station, located in Illinois approximately 1/2 hour north of Chicago and 15 minutes west of the shoreline of Lake Michigan. No formal meetings were included in the site visit. Also participating in the visit was Ms. Laura Ripley representing the U.S. Environmental Protection Agency Region V (enclosed is a list of participants). The remainder of this memorandum will be divided into two parts: an initial briefing and an escorted tour of the Air Station.

### BRIEFING OF THE GLENVIEW NAVAL AIR STATION

Prior to the tour, Ms. Becky Gorham, environmental assistant, and Mr. Jay Sharma, Environmental Engineer, briefed WWES and the USEPA on the Air Station's current status. The 1,120-acre facility maintains two active runways; the east-west runway is 5,100 feet long, and the north-south runway is 8,000 feet long. Approximately 2,400 base personnel and civilians are directly employed at the Air Station. An additional 92 acres of land existing within the boundary of the Air Station is currently being leased by an Army Reserve Unit and the Coast Guard. Although the Army Reserve and Coast Guard have responsibility for environmental oversight of their operations, the Navy is responsible for handling the waste materials and, ultimately, responsible for the property.

04015.10



A Draft Site Investigation (SI) report was completed for the Air Station on March 12, 1993, by Engineers International. The SI includes preliminary scoping data on 10 sites:

- 1) Old Fire Fighting Training Area
- 2) Western Old Burn Area #1
- 3) Northern Old Burn Area #2
- 4) Old Burn Area #3
- 5) Oil/Water Detention Basin
- 6) Abandoned Underground Tanks - Boiler Plant
- 7) Abandoned Fuel Farm Tank
- 8) PCB Contaminated Soils near Bldg. 115
- 9) PCB Contaminated Soils from Hazardous Waste Storage Site
- 10) Surface Water and Sediment Samples

The enclosed map illustrates the facility's boundaries as well as the various site locations.

#### TOUR OF GLENVIEW NAS

A tour of the Naval Air Station began at approximately 8:00 a.m. The following includes a brief summary of WWES' observations. These observations are documented for each site chronologically, or in the order visited. See the location map for reference.

##### **SITE #2 (8:15 a.m.)**

This site, designated as the "Western Old Burn Area #1," now appears to be a vacant gravel lot. The site is approximately 3 <sup>3</sup>/<sub>4</sub> acres in size and flat with a natural swale on the north side. This training area may have been used from 1945 to 1963. Apparently housing units were subsequently constructed over this training area, but no structures currently exist. No monitoring wells were observed.

##### **SITE #1 (8:30 a.m.)**

This site, designated as the "Old Fire-Fighting Training Area," is predominantly covered by the west end of an abandoned aircraft runway. Although the runway was built between 1945 and 1953, previous investigations indicate that this training area was used from the 1930's to 1960.



No monitoring wells were observed. The residential units immediately northwest of Sites #1 and #2 are either mobile homes or brick on cement-slab with no basements.

**SITE #3 (8:35 a.m.)**

This site, designated as the "Northern Old Burn Area #2," is currently the Station's vehicle maintenance area. The vehicles are also washed, here, above a concrete washing deck. The maintenance supervisor was unsure of the waste water hook-up. Sharma was also unsure, but he indicated that the Station's storm and sanitary sewers are separate; industrial and residential waste waters are combined for the sanitary effluent.

A hazardous waste storage area is fenced in immediately south of Site #3. Gorham indicated that this storage area has been in operation for approximately 3 years.

East of Site #3 is an Army Reserve unit, which apparently housed and maintained helicopters. Tent raising and camouflaging activities were being completed. East of this unit were empty trash bins and barrels. Northeast and beyond the Station's boundaries is a large private landfill, which is apparently being closed.

South of the hazardous waste storage area and across an open field is a Coast Guard facility. An approximately 30,000 gallon "Deluge" tank utilized for fire-fighting purposes was observed with an old foam-like insulation.

We were also told at this time that the majority of the facility was steam-heated and the power source for the heating plant was gas (converted from coal). The steam pipes were not visible above the ground and were likely buried.

**SITE #9 (8:55 a.m.)**

This site designated as having "PCB-Contaminated Soils from Hazardous Waste Storage" is mostly paved with a chain-link fence around the perimeter. 55-gallon drums and some vehicle equipment is currently stored in this area. The mostly-empty drums are labeled as having contained such materials as ethylene glycol and mineral oil. 8 borings were visible in the northeast corner of the lot; all had been filled with concrete.

Immediately east-adjacent to the lot was a tank farm, apparently not considered an "area of concern." 9 USTs once existed at this tank farm, but one UST was removed because it had



leaked. Currently, four 4" monitoring wells surround each tank/tank cluster. East of the tank farm was a fuel island with three active fueling pumps.

#### SITE #7 (9:05 a.m.)

This site designated as the "Abandoned Fuel Farm Tank" area, includes 5 currently out-of-use USTs. A sixth 50,000 gallon UST was abandoned by filling with sand. Sludge may exist in all of the tanks. Although three monitoring wells are depicted on Figure 7.2 of the SI, none were visible during the drive-by visit.

#### SITE #6 (9:15 a.m.)

This site designated as the "Abandoned Underground Tanks - Boiler Plant" area, includes two locations adjacent to Building #11 and Building #4. Building #11 was utilized as a vehicle maintenance shop, and 2 pump islands for mogas (automobile gasoline) existed outside the building with a UST across the street. Apparently the UST was removed and trenches were dug in the vicinity of the former UST to define the extent of contamination. (Immediately south-adjacent of the trenched area is an existing tank farm with 3 USTs, not considered an "area of concern." This area is fenced in and signs indicate that salvage [used] oil is stored. No monitoring wells were observed.)

East-adjacent and across 4th Street is Building #4 (the Boiler Plant). One pump island existed north of this building. At least two soil borings had been completed in this area and low levels of petroleum contamination were observed.

At this time we were also told that no asbestos surveys had been completed at the Station, due to a lack of funding. A radon survey was in progress. And all of the transformers were being re-checked for their PCB content.

#### SITE #8 (9:20 a.m.)

This site, designated as having "PCB Contaminated Soils near Building 115," regards a previously-existing transformer which was PCB-containing. After its removal and some soil excavation a new transformer unit was installed in its place. However, subsequent angle borings beneath the new unit demonstrated existing contaminated soils, and additional borings have been recommended.



**SITE #4 (9:35 a.m.)**

This site, designated as the "Old Burn Area #3," exists near the Station's south gate entrance. The site currently appears to be a vacant field utilized as a driving range; piles of demolition debris are present. The Glenview Village Municipal Garage, exists immediately south of those piles; the garage services vehicles and equipment.

**SITE #5 (9:40 a.m.)**

This site is an "Oil/Water Detention Basin." The basin apparently collects runoff from the aircraft runways as well as stormwater from the "south side." One inconsequential free-product boom existed across half the width of the basin. A spillway existing at the basin's south end controlled discharge to a ditch which drained off-station and ultimately empties into the Chicago River. Cattails rimmed the perimeter of this man-made basin. Although no liner is believed to contain the water, the basin was full due to recent rainfall.

North and west of the above-referenced detention basin was another oil/water detention area, apparently servicing the "north side" of the station. This detention area was made up of two lagoons, built approximately five years ago. These lagoons were also not lined, and the lagoon's berms were constructed from crushed concrete. Several ineffective berms existed within the lagoons, and a spill control box was available in the event of an emergency. Prior to the construction of this detention area, water from the "north side" discharged into a ditch which eventually drained into the Chicago River.

Although not included as a "site of concern" the current fire fighter training area was briefly visited. A 30-40 foot circular pad of asphalt with an asphalt berm is apparently filled with 1000 to 2000 gallons of fuel donated by a local distributor 1 to 2 times a month. This fuel is ignited with JP-5 and put out with foam. No drainage piping exists, nor is the fuel/foam mixture skimmed after the training exercises. The asphalt pad was constructed on an old runway made up of 15' x 15' concrete slabs.

After returning to the Public Works office at approximately 10:15 a.m., we participated in a debriefing with Commander Hayward. Todd Daniels, an environmental engineer from the Southern Division of the Naval Facilities Engineering Command in North Charleston summarized the facility's environmental status.

Daniels indicated that the final Site Investigation report would be completed within a month, and a scoping meeting would be scheduled this coming fall. He suggested that upcoming investigations may include old crash sites, fire training areas, previous dry cleaning facilities, satellite waste areas, etc.

WWES left the Glenview Naval Air Station before noon.